



Fuel shift for improving urban integrated energy system operation and efficiency

Cai, Hanmin; You, Shi; Bindner, Henrik W.

Publication date:
2018

Document Version
Publisher's PDF, also known as Version of record

[Link back to DTU Orbit](#)

Citation (APA):
Cai, H., You, S., & Bindner, H. W. (2018). *Fuel shift for improving urban integrated energy system operation and efficiency*. Abstract from International Conference on Smart Energy Systems and 4th Generation District Heating, Aalborg, Denmark.

General rights

Copyright and moral rights for the publications made accessible in the public portal are retained by the authors and/or other copyright owners and it is a condition of accessing publications that users recognise and abide by the legal requirements associated with these rights.

- Users may download and print one copy of any publication from the public portal for the purpose of private study or research.
- You may not further distribute the material or use it for any profit-making activity or commercial gain
- You may freely distribute the URL identifying the publication in the public portal

If you believe that this document breaches copyright please contact us providing details, and we will remove access to the work immediately and investigate your claim.

Fuel shift for improving urban integrated energy system operation and efficiency

Mr. Hanmin Cai*, Dr. Shi You, Dr. Henrik W. Binder

Department of Electrical engineering, Technical University of Denmark, Elektrovej, 2800 Kgs. Lyngby, Denmark
Mobil: 93 51 18 72, Email: hacai@elektro.dtu.dk

Keywords—energy integration; domestic hot water; fuel-shift; low-temperature-district-heating; flexibility; ancillary service

A large amount of literature has been focusing on low-temperature district heating (LTDH) in order to reduce heat loss reduction and facilitate renewable energy integration. Yet, LTDH alone is insufficient for domestic water heating, which requires 50 °C for circulation and 60 °C as set point temperature for the storage tank due to hygiene concern. Our work from last year's 4th conference contributed to this research area [1] and this abstract intends to extend our previous effort.

Previous analysis on fuel shift technology shows substantial benefits and the potential to provide more services in an integrated energy system. It was based on a hypothetical district with 23 terraced single-family houses supplied by both a low-temperature district heating (LTDH) network and a low-voltage network

(LVN), as shown in Fig 1 to Fig 4. It was shown that district heating network (DHN) losses can be reduced by 35% if the supply temperature is reduced from 70 °C to 50 °C, but the LVN peak power will have to be increased by up to 2% using heat boosting. It further aggregated EHBs to provide a fuel shift (FS) service for the DHN. The results show that while LVN peak power was increased by up to 4.3%, the basic power production and peak boiler usage for DHN could be reduced by as much as 15% and 48%, respectively. In summary, lower supply temperatures and intelligent components can improve system efficiency and turn the DHN into an integrated part of a SES.

We will extend previous analysis and further study fuel-shift solution and investigate the possibility to provide ancillary services to distribution network. We will conclude the research with fuel-shift feasibility and implications for industrial application.

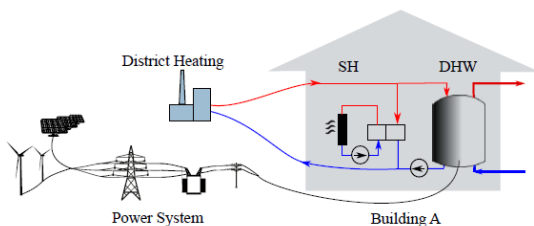


Figure 1. Building's connection to heat and power system

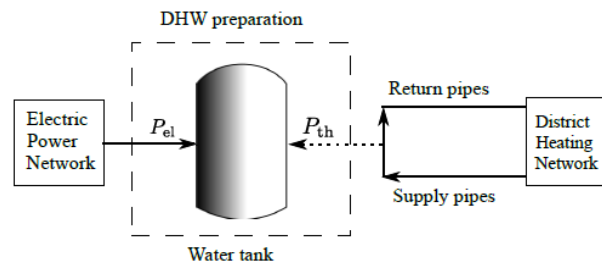


Figure 2. Electric heat booster and its energy sources

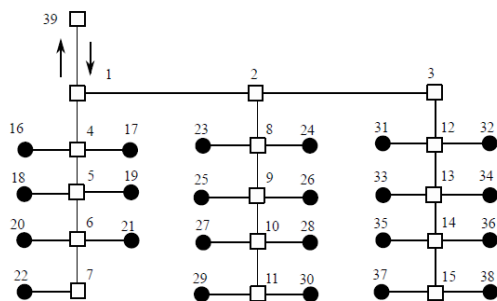


Figure 3. District heating network

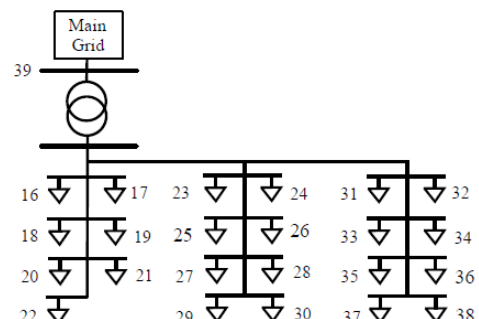


Figure 4. Low voltage distribution network

[1] Cai, H., You, S., Wang, J., Bindner, H.W. and Klyapovskiy, S., 2018. Technical assessment of electric heat boosters in low-temperature district heating based on combined heat and power analysis. *Energy*, 150, pp.938-949.

* Mr. Hanmin Cai will be corresponding author and presenter